RTIP ID# 0H760

Project Description *(clearly describe project)*
It is proposed to restripe the eastbound roadbed on Interstate Route10 (I-10) to add an auxiliary lane in the eastbound direction from Waterman Ave Undercrossing (PM 25.26) to Alabama Street Overcrossing (PM 29.50) in the County of San Bernardino, in the City of San Bernardino, Loma Linda and Redlands. It is also proposed to place full pavement section and construct concrete median barrier between the end of Waterman Ave UC bridge (PM 25.26) and existing concrete barrier (PM 25.60). This project would relieve existing recurring congestion, improve weaving, merging and diverging maneuvers. The Project Report includes a no-build alternative and a build alternative

Type of Project *(use Table 1 on instruction sheet)*
CHANGE TO EXISTING STATE HIGHWAY

County	**Narrative Location/Route & Postmiles** SBd-10- PM25.07/29.5
SBd	**Caltrans Projects – EA#** 0H760, Caltrans Minor "A"

Lead Agency: CALTRANS

Contact Person	**Phone#**	**Fax#**	**Email**
TONY LOUKA	383-6385	383-5975	TONY_LOUKA@DOT.CA.GOV

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10 X**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

	Categorical Exclusion (NEPA)	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**
X					

Scheduled Date of Federal Action: 12/06

Current Programming Dates *as appropriate*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	1/06	08/06	06/07	1/08
End	08/06	4/07	08/07	11/08

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
Within the project limits, eastbound of Interstate Route 10 experienced recurring congestion in the PM peak hour due to weaving, merging and diverging maneuvers at the on-ramps and off-ramps of Waterman Avenue, Tippecanoe Ave, Mountain View Ave, California Street and Alabama Street interchanges.
The proposed project which will add an auxiliary lane between these interchanges by restriping the existing eastbound roadbed will reduce traffic turbulence at the on-ramps and off-ramps areas and improve traffic flow within the project limits.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Interstate Route 10 is a major freeway begins at State Route 1 in the City of Santa Monica in Los Angeles County and terminates on the East Coast in the State of Florida.

The segment of I-10 within District 8 covers approximately 196 mile. Beginning as a ten-lane facility at the Los Angeles County line, it proceeds easterly traversing through centers of population, commerce, industry, agriculture, mineral wealth and recreation in the Counties of San Bernardino and Riverside, and terminates at the Arizona State Line.

I-10 serves as a major east/west urban corridor and commuter route between Los Angeles, San Bernardino and Riverside County. Within the project limits, I-10 is an eight-lane freeway and is included in the State Interregional Road System (IRRS) and is further classified as a "High Emphasis" and "Gateway" route. Existing lane are 12 ft wide and the inside and outside shoulder are 8 ft and 10 ft wide respectively.

The portion of I-10 addressed in this report is included in the National Highway System (NHS), the Department of Defense Priority Network and the Strategic Highway Corridor Network (STRAHNET). The 1990 Federal Surface Transportation Assistance Act (STAA) also identifies I-10 as a "National Network" route for STAA trucks.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

BUILD - 2008, ADT=205,900, % TRUCK=7, TRUCKS ADT=14,413

NO BUILD - 2008, ADT=205,900, % TRUCK=7, TRUCKS ADT=14,413

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

BUILD - 2030, ADT=258,500 % TRUCK=7, TRUCKS ADT=18,095

NO BUILD - 2030, ADT=258,500, % TRUCK=7, TRUCKS ADT=18,095

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

Comments/Explanation/Details *(attach additional sheets as necessary)*
THERE IS NO INCREASE IN TRUCK VOLUME. THIS IS AN OPERATIONAL IMPROVEMENT AND DOES NOT RE-DIRECT TRAFFIC. THE PROJECT IS ONLY ABOUT 4.4 MILES LONG AND IS NOT CONSIDERED A PROJECT OF AIR QUALITY CONCERN (POAQC).